

Stakeholder Meeting Summary

Monday, February 2, 2009
City of Fulton-City Council
Fulton, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:

Charles Dykstra (Alderman)
Gene Field (Alderman)
Merle Sterenberg (Alderman)
Charlie Letcher (Alderman)
Wes Letcher (Alderman)
Bill Loerop (Alderman)
Ron Roels (Alderman)
Howard Van Zuiden (Mayor)

Project Study Group:

Rebecca Marruffo (IDOT)
Jon Estrem (HR Green)
Michael Walton (Volkert)

Handouts (see attachment):

Power Point - US 30 Fulton to Rock Falls, Illinois Project Update

Meeting Purpose

Members of the US 30 Project study team met with the City of Fulton-City Council to present a project update.

Study Team Presentation

Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Fulton on the project status. He then gave an overview of the project and a summary of the progress made to date. The City Council members were given a handout highlighting the information covered and questions were taken.

Presentation

- The Environmental Impact Statement & Design Study was started in June, 2007. Since that time big steps have been taken.
- Surveys performed for environmental resources. Just now finishing that work. This information is important for making location decisions.
- A Project Study Group (PSG) consisting of state & federal staff was formed & has since been active.

- A Community Advisory Group (CAG) consisting of individuals throughout the area was formed. It includes businessmen, farmers, local officials, et al. The CAG has helped provide guidance for the study.
- CAG helped locate potential corridors early in the process.
- A Purpose & Need statement (P&N) was prepared for the project. It is a document that in part dictates the scope of work. The P&N consists of five elements: Traffic Congestion, Traffic Capacity, Safety, Commercial Traffic & Roadway Continuity.
- Screening against the P&N was done. The study area was split into sections & evaluated using key considerations from the P&N. Corridors not meeting the P&N were discarded from further consideration.
- The remaining corridors were analyzed & several issues considered. This involved environmental resources (i.e. wetlands, forest land, etc.) as well as engineering factors (i.e. cost, ability to convey traffic safely, etc.)
- Analysis of the remaining corridors was shared with the PSG & CAG. The thoughts of each group were gathered. The resulting recommendation for focus of further study is shown on the handout that illustrates green & yellow corridors throughout the study area. The green indicates the intended corridors to be focused upon.
- The latest Public Informational Open House was held January 29th in Morrison. A number of displays were shared with the public & several questions were addressed.
- The recommendations will be shared with state & federal agencies February 3rd at a NEPA 404 Merger meeting in Springfield. The study team will be seeking concurrence on the recommendation.
- The next steps will involve generating alternatives within the green areas & perhaps the yellow areas if necessary. Continued analysis of these alternatives will then be done.
- We plan to return with another public informational open house at the end of the year to share the findings of the upcoming work.
- It is anticipated that specific alternative recommendations will be made in 2010 & a Record of Decision received in 2012.

Comments/ Issues/ Questions

- Q: Do you plan to use existing US 30? A completely new alignment would still require maintenance of the existing roadway. This would mean additional costs.
- A: Use of existing US 30 will be studied as an option & considered against other alternatives. The additional costs such as maintenance will be considered in the decision.
- Q: How would last week's Public Informational Open House meeting be summarized?
- A: Overall, people were not surprised with what was presented. Several property owners had concerns about the location of the proposed roadway and how it will affect their property. For the most part there is support for the project.
- Q: Why is the study taking so long?

- A: The steps being followed are mandated by the NEPA process. It is important that the process be followed to ensure the project recommendations can be defended if necessary. It is also important to note that the EIS & Design Study did not commence until June 2007. The previous work of the Feasibility Study was important & confirmed the need for the project. However, it was not a part of the Environmental Impact Statement.
- Q: Is it possible that the project will never advance beyond the Record of Decision?
- A: Yes, that is possible. It is highly dependent upon funding availability as to whether this project will continue with land acquisition, final design & construction. To date the project has been successful through grass roots efforts to raise funding for the studies.



Illinois Department of Transportation

U.S. 30

Fulton to Rock Falls, Illinois

Project Update



Fulton City Council

Monday, February 2, 2009



Project Update

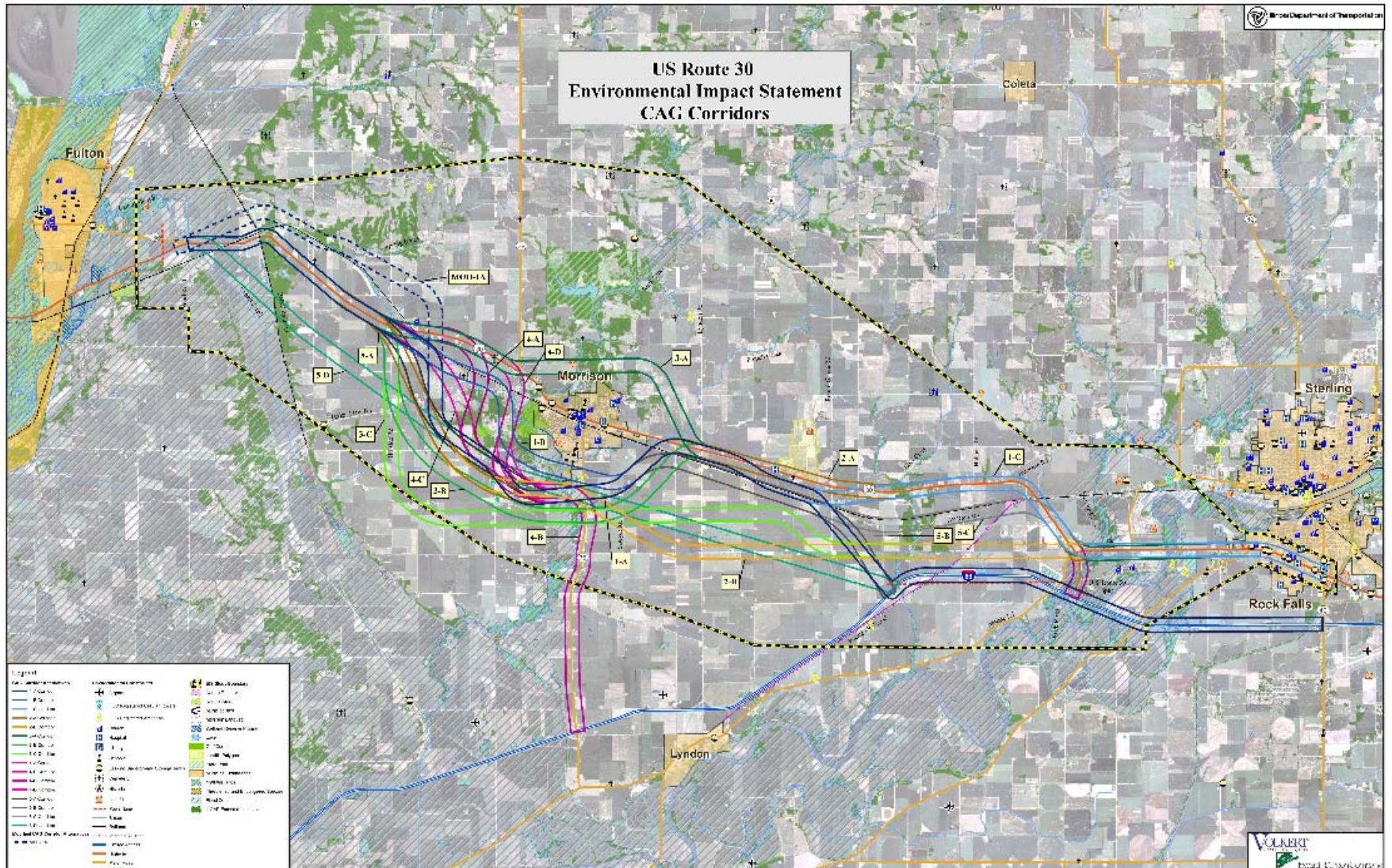
- Project Initiation & Public Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need(P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors Identified to focus Study of Alignments



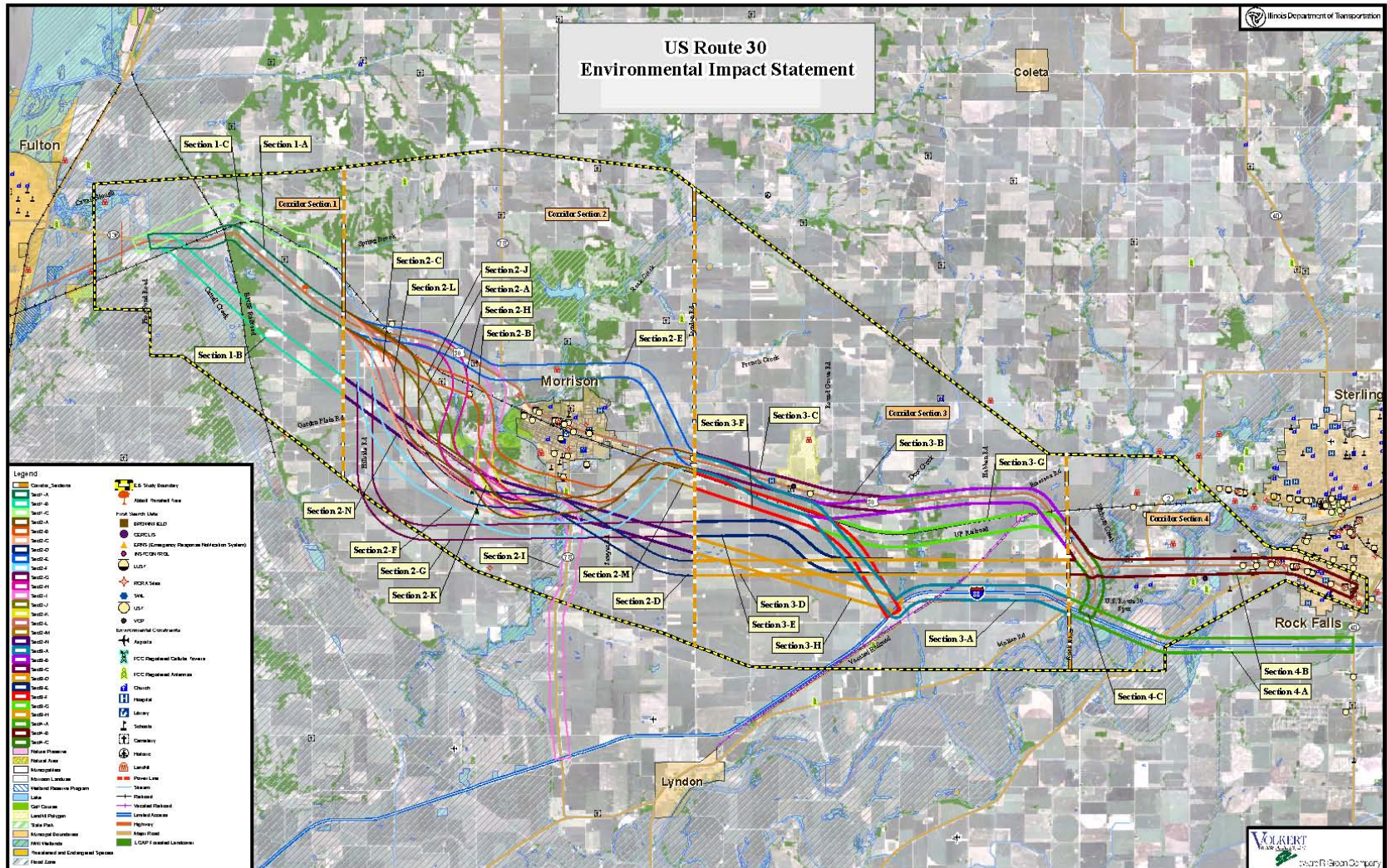
Development of the Corridors by the Community Advisory Group (CAG)



**US Route 30
Environmental Impact Statement
CAG Corridors**



Break Project into sections, Combine, Establish Corridors in each section



Screening Process

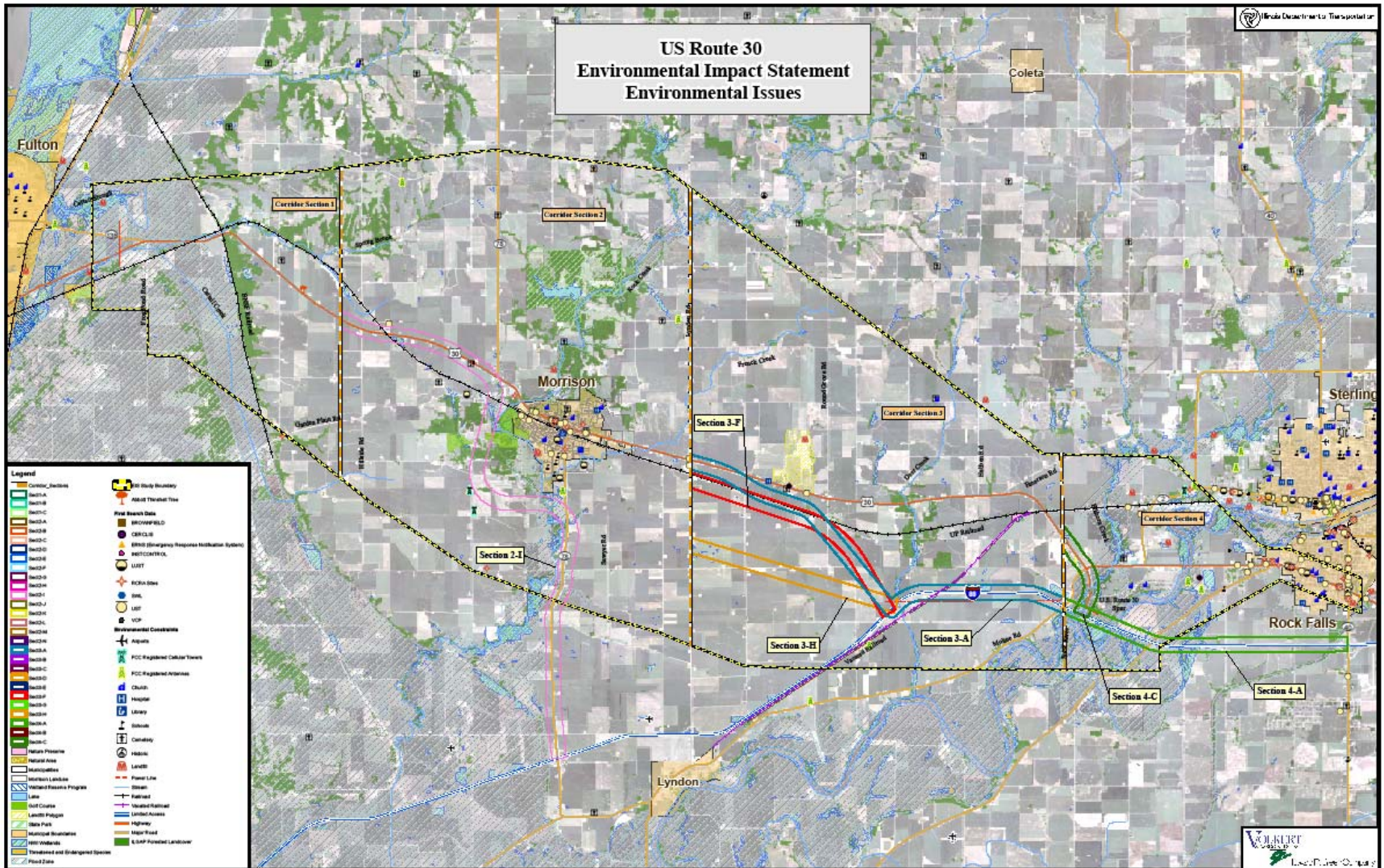
(Step 4 – Screen against the Purpose & Need Statement)

- ▶ Reduce Traffic Congestion
- ▶ Improve Traffic Capacity
- ▶ Improve Safety
- ▶ Accommodate Freight
- ▶ Establish Roadway Continuity



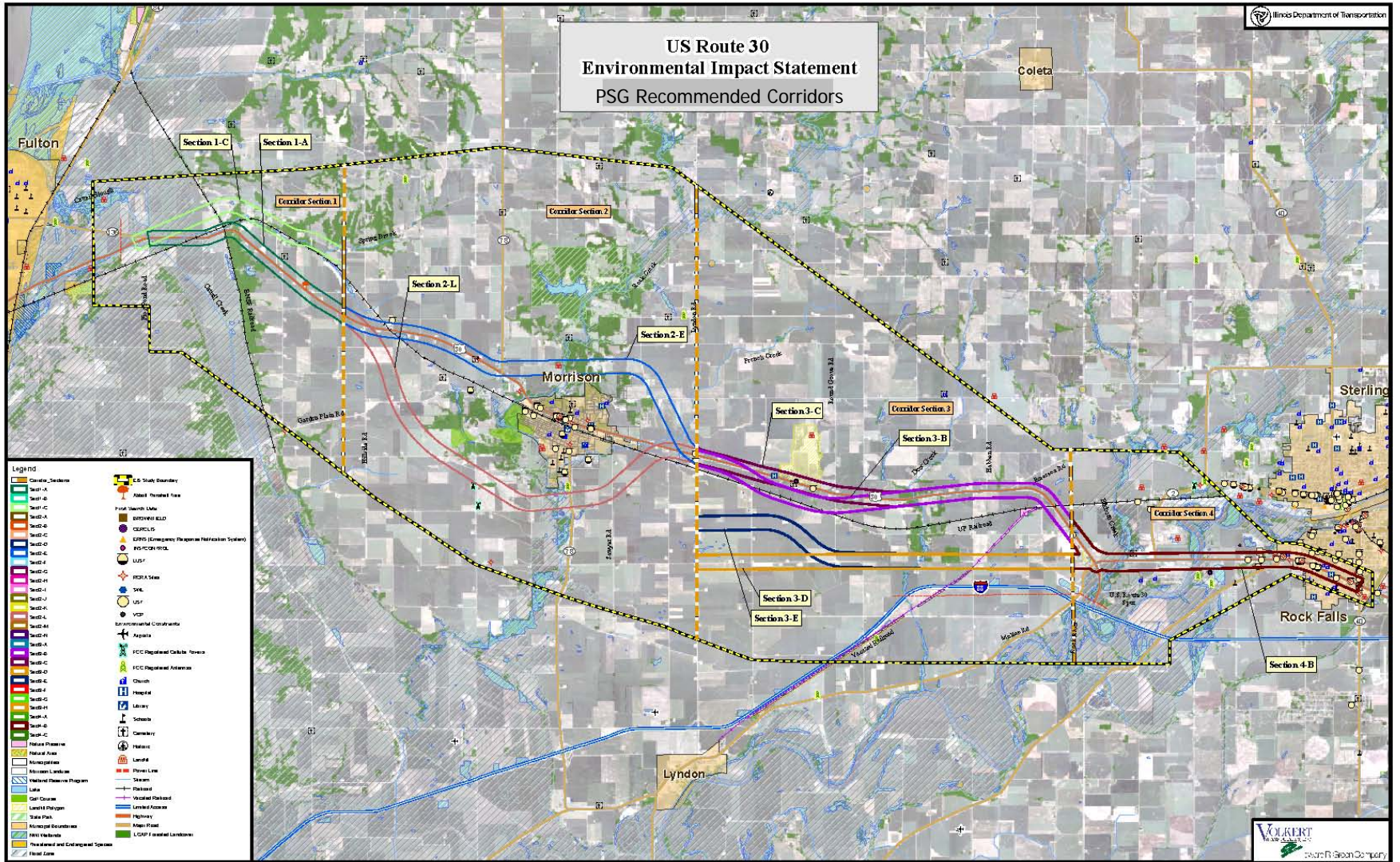
Screening Process

(Step 4 – from P&N Corridors 2I, 3A, 3F, 3H, 4A & 4C Eliminated)



(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



Summary of CAG Input & Recommendations



Section 1 – CAG Consensus : Recommend **1A**

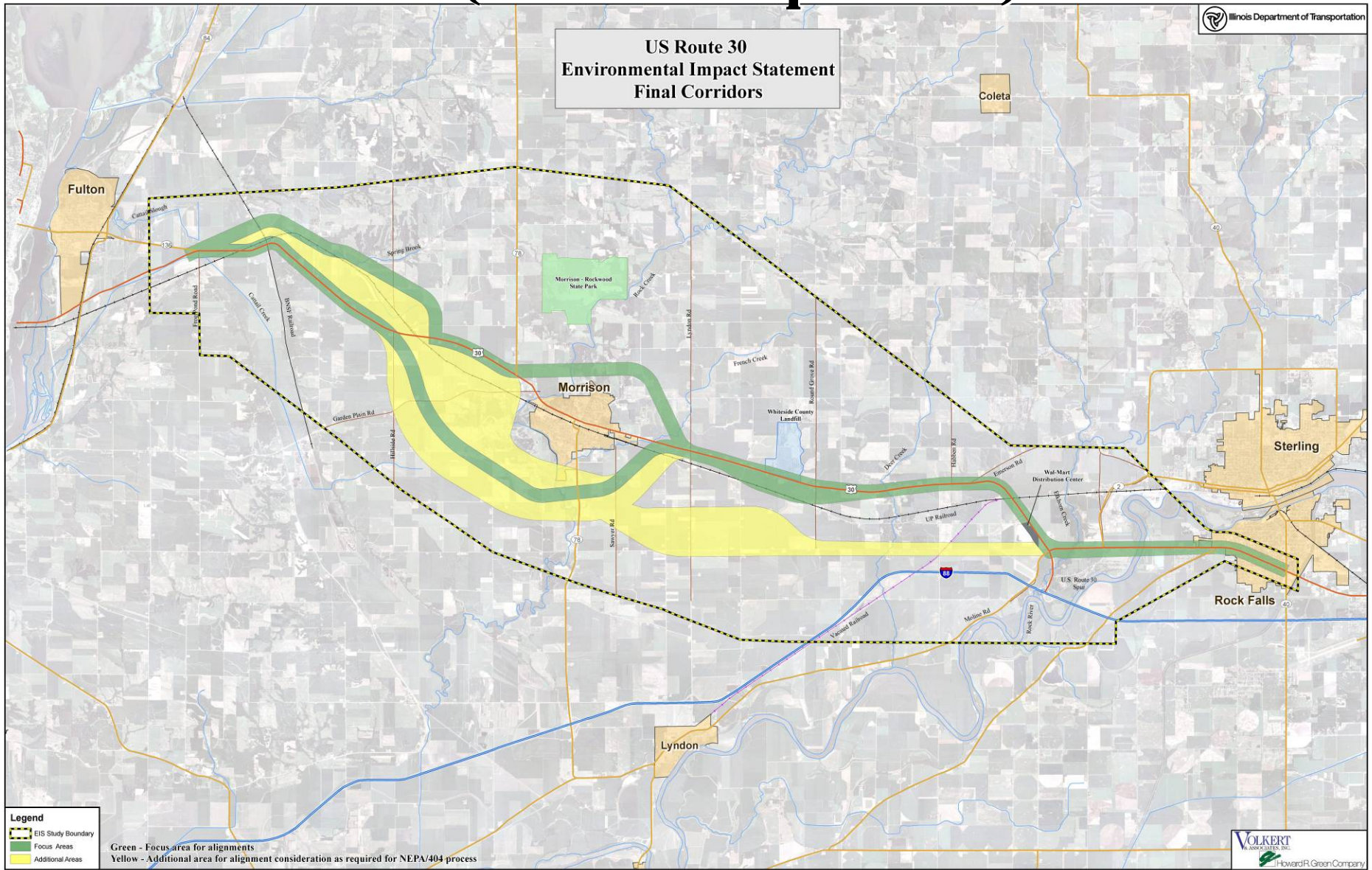
Section 2 – CAG Consensus : Recommend **2L**

Section 3 – No Consensus - **3B & 3C** generally accepted

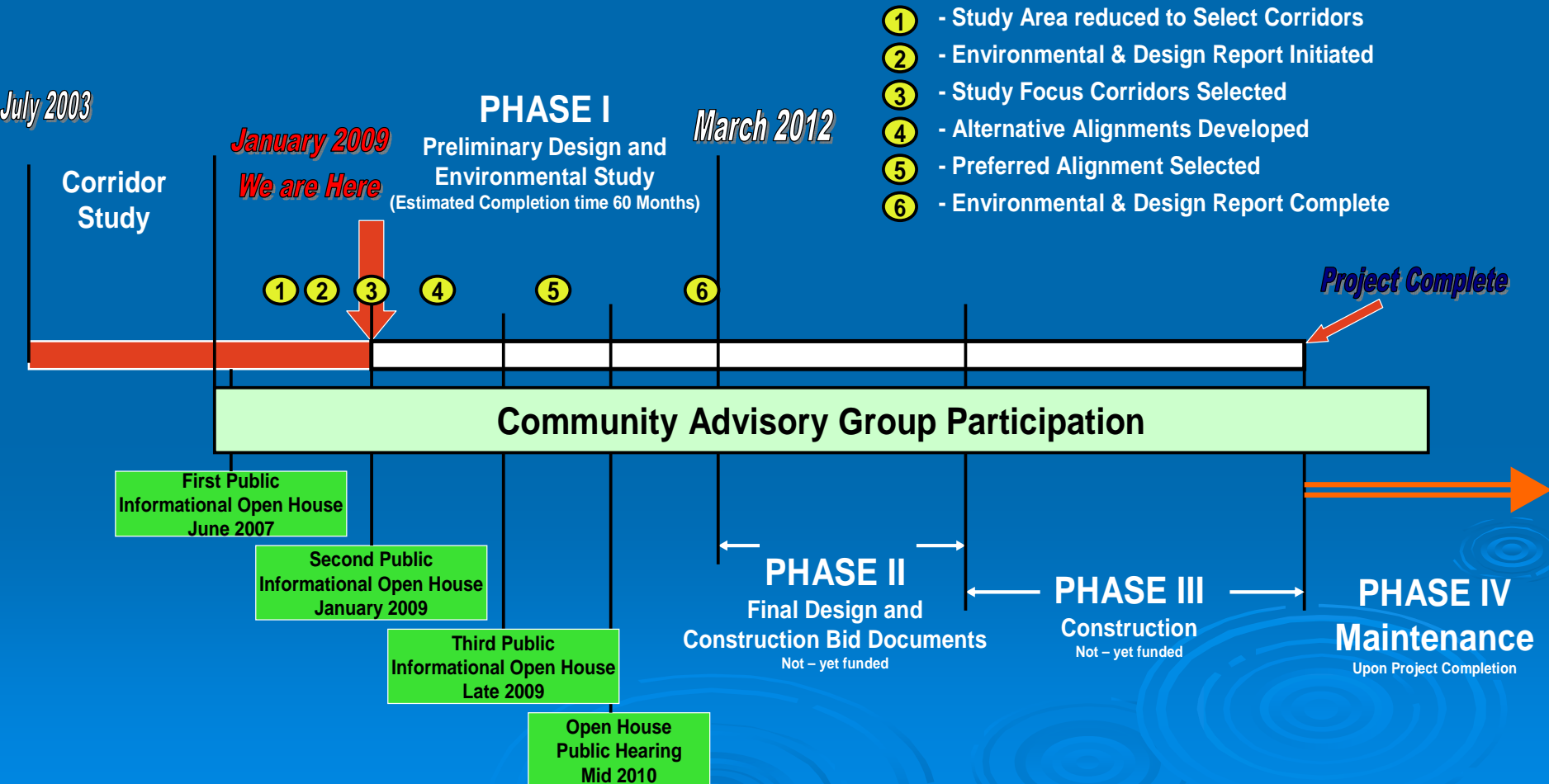
Section 4 – No Consensus - **4B**



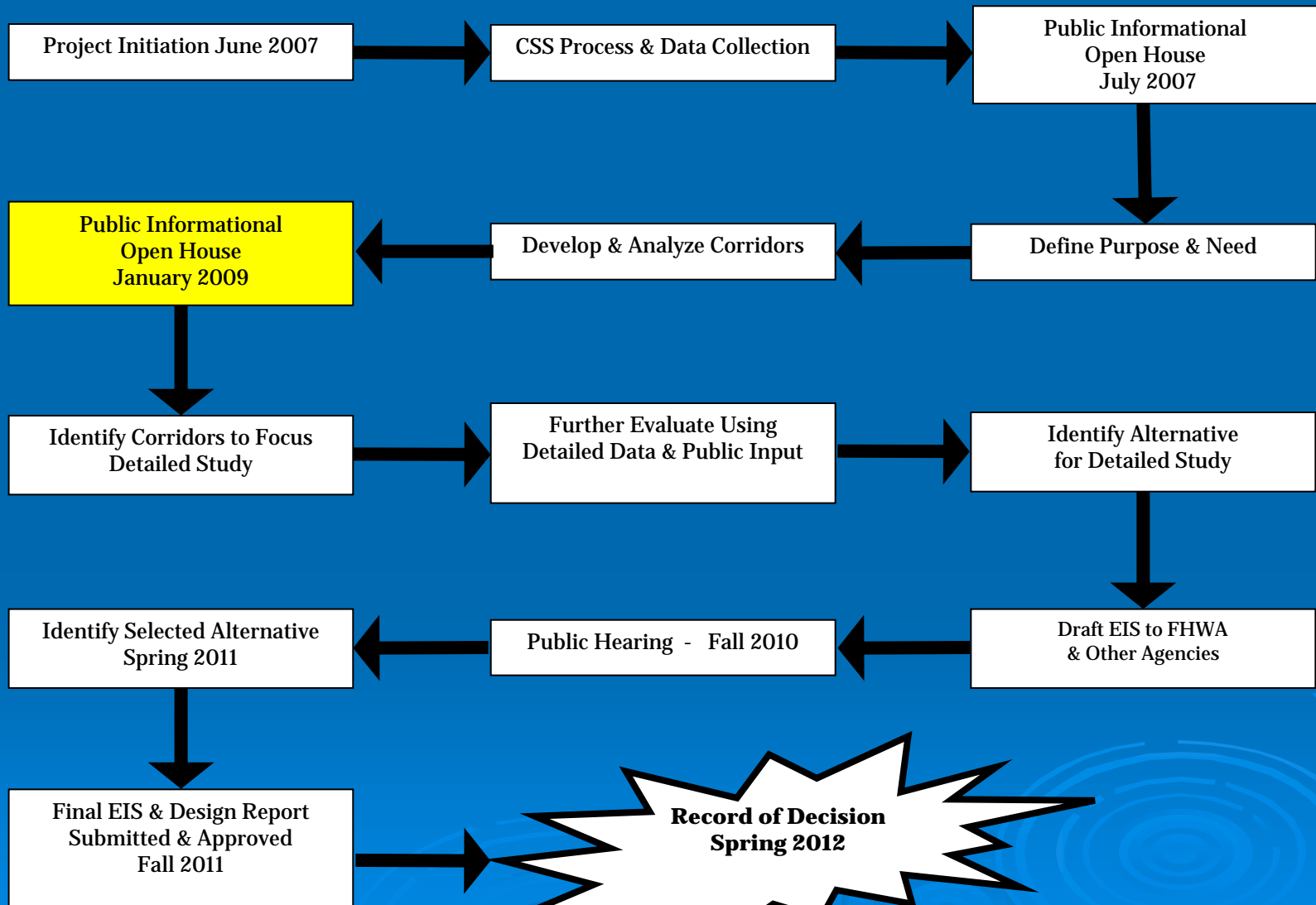
Screening Process (Result of Steps 9 & 10)



Project Timeline



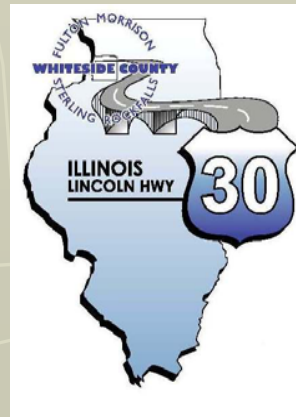
Next Steps





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**THANK YOU
FOR YOUR
CONTINUED SUPPORT**



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& ASSOCIATES, INC.



Howard R. Green Company